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WATER FRONT, NAVY-YARD, BROOKLYN, N. Y.

LETTER

FROM

THE SECRETARY OF THE NAVY,

TRANSMITTING

A COPY OF A REPORT MADE BY THE BOARD APPOINTED BY THE COMMANDANT OF THE NAVY-YARD, NEW YORK, TO CONSIDER AND RECOMMEND WHAT IMPROVEMENTS ARE NECESSARY ON THE WATER FRONT AT THE NAVY-YARD, BROOKLYN, N. Y., FOR THE BERTHING OF BATTLE SHIPS AND FLEETS.

FEbruary 23, 1903.—Referred to the Committee on Naval Affairs and ordered to be printed.

NAVY DEPARTMENT,
Washington, February 21, 1903.

SIR: I have the honor to acknowledge the following resolution of the Senate:

IN THE SENATE OF THE UNITED STATES,
February 16, 1903.

Resolved, That the Secretary of the Navy is directed to report to the Senate as soon as practicable what improvements are necessary in the water front in the navy-yard, Brooklyn, N. Y., for the proper berthing of battle ships and fleets.

Attest:

CHARLES G. BENNETT,
Secretary

In view of the short time remaining before the expiration of the present Congress, it has been impossible for me to give such personal attention as would be desirable to the question raised by this resolution. Upon the receipt of the resolution it was referred to the commandant of the navy yard, New York, who appointed a board composed of officers on duty as heads of departments at that yard. This board has made the report, a copy of which I transmit without approval or disapproval owing to the lack of opportunity for careful examination. The report, however, is transmitted as entitled to the respectful consideration which it would receive in the Department.

Very respectfully,

W. H. MOORE,
Secretary

The PRESIDENT PRO TEMPORE,
United States Senate.

NAVY YARD, NEW YORK, February 19, 1903.

Sir: I, the board appointed by your order of the 18th instant to consider, as soon as practicable, what improvements are necessary in the water front at the navy yard, Brooklyn, N. Y., for the berthing of battle ships and fleets, respectfully submit the following report, with reference to the accompanying plan of the yard, showing the present and proposed water front lines:

2. The present water front on the navy-yard side up to the beginning of the main wharf, has a length available for berthing five large vessels, and this is the only part which is conveniently accessible to the repair shops and stores of the yard. The building of the *Connecticut* will withdraw a berth for one large vessel, and when the construction of dry dock No. 4 shall begin, another berth for a large vessel will be withdrawn from use. It is manifest that the berthing space in this part of the yard is the most valuable and its enlargement more necessary than at any other part for the fitting out and repair of vessels.

3. The south side of the old dock has berths for two large vessels; Whitney Basin for five large vessels; the northwest part of old dock, including the new root pier (No. 2 on plan), berths for four large vessels. No part of this berthing space is conveniently situated for repairs of vessels, and the cost of such repairs will be from 15 to 25 per cent more than if the vessels were berthed at the navy-yard side.

4. The removal of that part of Old Dock shown in the hatching on the accompanying plan would take away the berthing space for four large vessels, but it would permit the building piers marked "B," "C," "D," "E," and "F" on the plan, and the extension of the sea wall, as shown at "A," giving berths for twelve large vessels instead of the existing five, and instead of the three remaining after the withdrawal of the two referred to in connection with the battle ship and dry dock No. 4.

5. The removal, in part, of the Old Dock, and building of piers, as described in the last paragraph, is the essential part of the improvement for ships fitting out and under repairs and repairing berthing near the shops and storehouses. The piers marked 1 and 2—1 built in part, and 2 built entirely—and the proposed piers 3, 4, and 5 are parts of the existing project for increase of berths. They would not interfere with but would supplement piers "A" to "F." The berths at the numbered piers will be needed, but are secondary in importance to those noted by letters.

6. That part of the yard about the wharf at "A" is adjacent to the great storehouses and the principal point of heavy receipts and shipments. It should be enlarged by the purchase or condemnation of the adjacent district in Brooklyn bounded by Hudson Avenue to the present angle of the navy-yard wall, northwest boundary. The purchase recommended is not, however, essential to the improvement in the water front required for berthing of battle ships and fleets, but has particular regard to the shipment part of the yard. This is a matter of great and urgent importance in the expansion of the water front, this being the chief shipping point for the entire Navy.

7. The adoption of the plan herein proposed will require the rebuilding elsewhere of the buildings now on Old Dock necessary for the use of recruits of the Navy, of which a large number receive their initial training in connection with receiving ships at this station. The office building can be moved, but the other three buildings are old,

unsuitable, and could not be moved, but should be torn away with the Cob Dock.

8. The following estimates are submitted:

(a) Cost of removal of Cob Dock, as indicated, to 30 feet below mean low water.....	120,000
(b) Dredging depth of the port in front of Cob Dock and in Whiting Basin, adjacent to part of Cob Dock to be removed, to a uniform depth of 30 feet below mean low water.....	110,000
(c) Construction of piers B, C, D, E, and F, according to kind of structure adopted, \$20,000 to \$750,000, the lower estimate being for piers similar to those recently constructed in the South River by the New York Dock Department. (Mean suggested).....	300,000
(d) Constructing 1,180 linear feet of wall at "A" (see plan).....	118,000
(e) Completing pier No. 1, but not to be extended beyond the present pilings.....	35,000
(f) Electric lighting of pier.....	55,000
(g) Railroad track, 6,000 linear feet.....	24,000
(h) Heavy crane track, 1,000 linear feet, to piers.....	20,000
(i) Alterations of water storage, including 0,700 linear feet of water pipes.....	17,000
(j) New buildings to include office room on Cob Dock (paragraph 4).....	70,000
(k) Construction of piers 3, 4, and 5.....	300,000
(l) Purchase of land to increase water front near "A" to provide additional shipping facilities.....	

The items down to and including "j" are the ones presented in the proposed plan of improvement, and the total cost of these items, as estimated above, aggregates \$1,195,000.

9. Civil Engineer R. G. Holliday, U. S. Navy, being absent, Civil Engineer E. F. Bellinger, U. S. Navy, was called by the board for consultation as to estimates presented above.

Very respectfully,

P. F. HARRISBURG,
Captain, U. S. Navy, Senior Member.
R. S. SNOW,
Captain, U. S. Navy.
J. A. B. SMITH,
Captain, U. S. Navy.
R. P. RUDERS,
Commander, U. S. Navy.
J. B. BROWN,
Commander, U. S. Navy.
W. L. CAMPBELL,
Naval Constructor, U. S. Navy.

From the small amount of time I have been able to devote to this subject, I concur in the general arrangement and plan recommended. I am, however, unalterably opposed to the construction of any but the most substantial pier of permanent construction, each pier to be constructed so that the heaviest type of traveling crane can be operated on each pier if desired.

I estimate the cost of the recommended plan, on the basis of masonry piers, with tracks for heaviest cranes, items a to j, inclusive, of this report, at \$1,195,000.

R. G. HOLLIDAY,
Civil Engineer, U. S. Navy.

The COMMANDANT,
Navy Yard, New York.

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— REFERENCES —

BRICK BUILDINGS	[Symbol: small square]
STONE	[Symbol: small square]
WOOD	[Symbol: small square]
IRON	[Symbol: small square]
BUILDINGS UNDER CONSTRUCTION	[Symbol: horizontal line]
QUAY WALL	[Symbol: horizontal line]
YARD RAILROAD	[Symbol: dashed line]
CRANE TRACK	[Symbol: double horizontal line]

GENERAL PLAN
OF THE
UNITED STATES NAVY YARD.
NEW YORK,
N. Y.

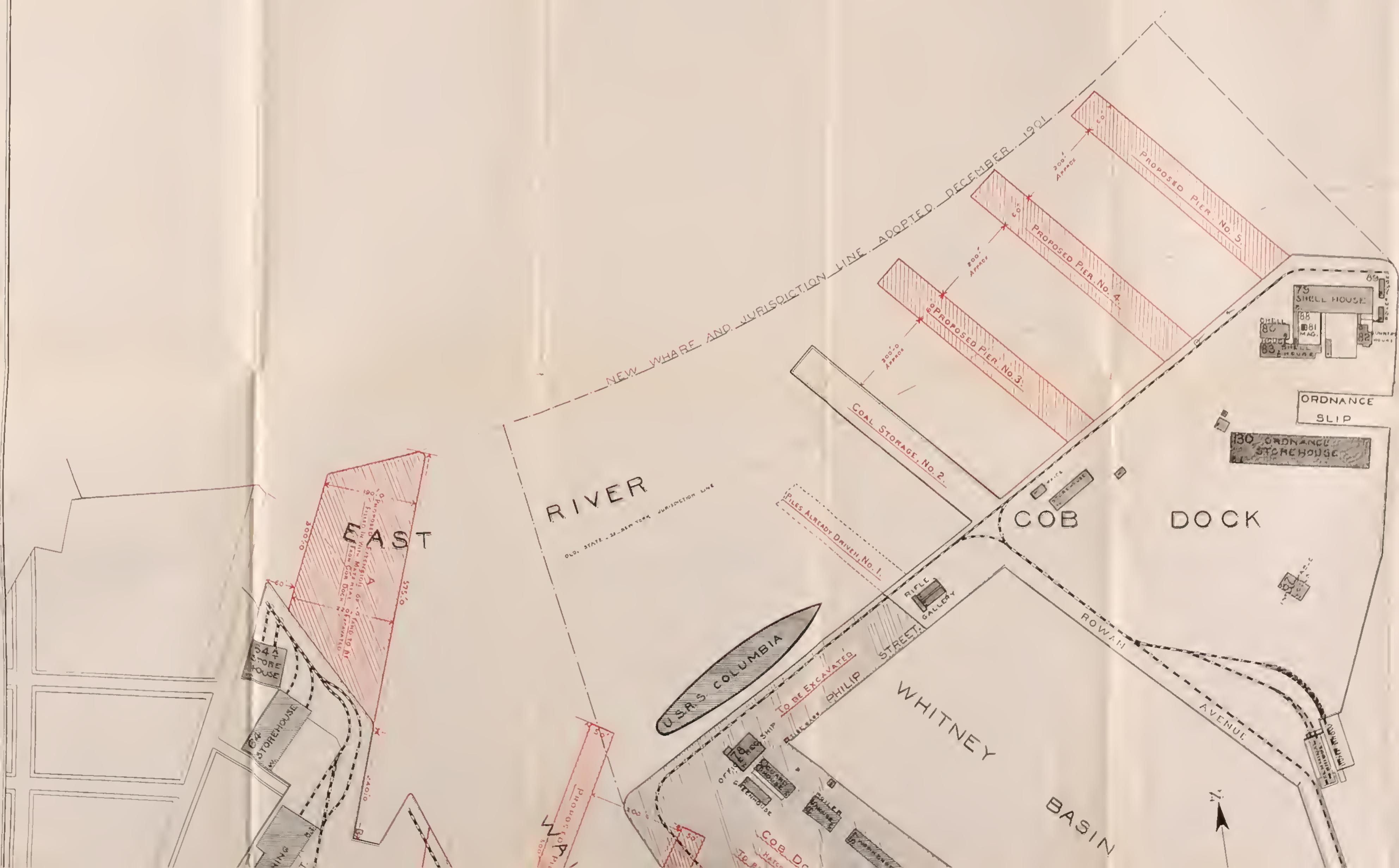
Scale: 100 200 300 400

JULY 1, 1902.

RAILROADS.

P. H. Steer, C.E.
CIVIL ENGINEER, U.S.N., RETIRED.

To accompany Report of Board of Officers, Captain P. F. Harrington,
U. S. Navy, Senior Member, Appointed by the Commandant, Navy Yard,
New York, to Consider Additional Piers and Other Improvements to Water
Front of Navy Yard.





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